



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 17 November 2015

Subject: North Sheffield Better Buses – Rutland Road/Pitsmoor Road

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Rutland Road, between Cooks Wood Road and Pitsmoor Road. Buses are delayed along Pitsmoor Road, primarily because of congestion and heavy traffic flows.

A scheme, comprising road widening, revised road markings and an uncontrolled pedestrian crossing point, was consulted upon in July-August 2015. Only one comment was received, and there are no formal objections and no longer any issues outstanding.

Reasons for Recommendations:

The scheme described in this report will contribute to improving journey times and reliability for bus services along this route, as well as reducing congestion for all traffic and providing improved pedestrian facilities.

The scheme is currently being designed in detail with funding available to allow the scheme to be built in 2016/17.

Recommendations:

Approve and implement the scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Inform the respondent accordingly.

Background Papers:

Appendix A – Final Proposal

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Gaynor Saxton
Legal Implications
Cleared by: Paul Bellingham
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Burngreave
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

NORTH SHEFFIELD BETTER BUSES – RUTLAND ROAD / PITSMOOR ROAD

RESULTS OF PUBLIC CONSULTATION

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Rutland Road, between Cooks Wood Road and Pitsmoor Road. Buses are delayed along Pitsmoor Road, primarily because of congestion and heavy traffic flows.

A scheme, comprising road widening, revised road markings and an uncontrolled pedestrian crossing point, was consulted upon in July-August 2015. Only one comment was received, and there are no formal objections and no longer any issues outstanding.

The scheme is therefore recommended for approval.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The scheme will help to reduce delays for buses and other vehicles, improving journey times and reliability. The uncontrolled crossing point will bring road safety benefits for pedestrians. All these benefits contribute to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

The proposals will contribute to improving journey times and reducing congestion leading to a more reliable and attractive public transport network and a reduction in vehicle emissions.

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYLTE) and local bus operators), has identified Hucklow Road as a source of frequent delay on bus routes between Ecclesfield and the City Centre.

Buses are delayed due to congestion, and limited road width, along Pitsmoor Road. Generally northbound buses take about 2 minutes 10 seconds to get through the junction, but it can often take them up to 7 minutes. The scheme should mean that all buses take about 1 minute 30 seconds, which means better journey times but in particular big improvements in the reliability of buses.

Other vehicles will also benefit from the reduced congestion.

Proposal and Consultation

Officers developed a scheme to address the delays, which comprises road widening, revised road markings and a new pedestrian crossing point, which can be viewed in Appendix A.

The fundamental problem is that the right turn lane into Cooks Wood Road from Pitsmoor Road is of insufficient capacity to cater for the number of vehicles. Consequently this queue blocks other movements and causes delays. The scheme addresses this by widening the carriageway on the northern side of Rutland Road, allowing the right turn lane to be extended. Pedestrians also have difficulties crossing at the junction, so a new refuge island is to be provided to offer better crossing opportunities without causing undue delays to traffic.

Consultation with affected residents took place in July-August 2015. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. Signs were erected on each approach to the junction, advising people to visit a dedicated page on the Council's website to see further details of the proposal. A cycle audit was also completed.

Over 300 hits were made on the North Sheffield website page, but only one comment was received. Officers met with the respondent to discuss the scheme in detail. The main concern raised was related to drainage issues. To build the scheme, a new camber is required on the carriageway and therefore drainage should be improved upon completion of the scheme.

The respondent did indicate he would send further comments, but despite further prompting by officers on several occasions, no comments have been forthcoming.

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £300,000 which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Passenger Transport Executive's 2016/17 Better Buses programme, but this allocation still needs to go through the Councils Capital Approval process.

The 25-year commuted sum for ongoing maintenance costs is estimated at around £10,000. This indicative sum was calculated following an assessment of the preliminary design. The actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.

Legal

Highways Improvements: The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve and carry out the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion is that the works are equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle-to-vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

ALTERNATIVE OPTIONS CONSIDERED

The alternative to the scheme would be to do nothing, which would not address the issues that regularly occur at the location.

REASONS FOR RECOMMENDATIONS

The scheme described in this report will contribute to improving journey times and reliability for bus services along this route. At the same time it addresses the concerns of the one respondent.

The scheme is currently being designed in preliminary detail, with funding available to allow the scheme to progress to detailed design and construction in 2016/17.

RECOMMENDATIONS

Approve and implement the scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Inform the respondents accordingly.

Simon Green

Executive Director, Place

12 November 2015